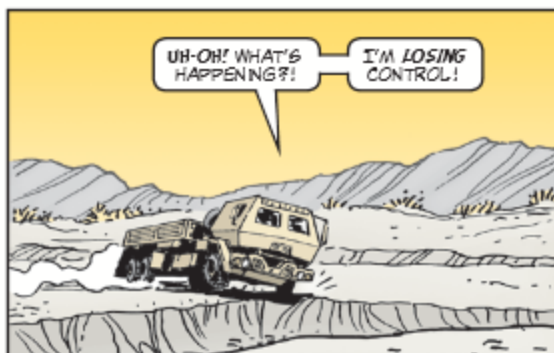


Loose Torque Rod Locknuts Cause Deadlines



You want to avoid problems while driving your FMTV, or any other vehicle for that matter. After all, losing control of your vehicle can quickly turn a good day into a bad one.

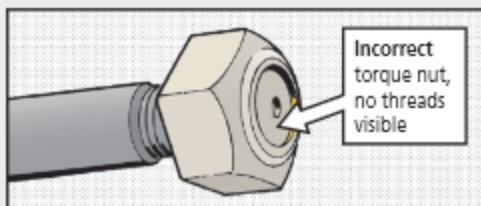
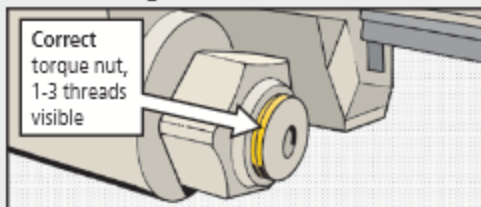
If you haven't already heard, a production error caused some FMTVA1P2 LTAS 6X6 (3-axle variant) trucks within the serial number range of 720,001-744,192 and M1095 trailers within the serial number range of 720,038-759,324 to roll off the line with improperly tightened torque rod nylon insert locknuts, NSN 5310-01-434-0078. The vehicles have four individual torque rods secured by eight nylon insert locknuts. If these locknuts are not installed and torqued properly, the individual torque rod could separate from the truck or trailer, putting you at risk for a loss of control, rollover, and collision.

By now, the corrective measures provided in TACOM SOUM 12-015 and TACOM SOUM 13-005 should be completed. But if they haven't been, or if you encounter loose torque rod locknuts, here's what you should do.

Check for Extending Threads

Immediately inspect your FMTV LTAS 6X6 truck and M1095 trailer to see if each torque rod nylon insert locknut has threads that are visible beyond the locknut. A properly tightened nylon insert locknut will show 1-3 threads exposed past the nylon lock feature.

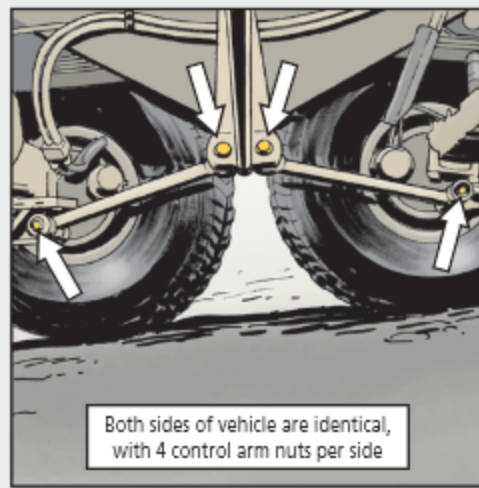
You won't see extending threads if the locknut is improperly torqued. That means your truck or trailer is non-mission capable (NMC) until all the nylon insert locknuts have been properly torqued.



For your FMTVA1P2 LTAS truck, use the maintenance instructions found in the Rear Torque Rod Replacement work package of TM 9-2320-333-14&P (EM 0294, Jun 12). And for your M1095 trailer, refer to the maintenance guidance in WP 0097 of TM 9-2330-394-13&P.

By the way, if inspections reveal missing nylon insert locknuts, Oshkosh will replace the missing hardware free of charge. They'll even cover shipping. Just call Jim Erickson at 920-235-9151, ext. 22744, or John Dykstra at 920-235-9151, ext. 27185, for assistance. Or email:

jerickson@defense.oshkoshcorp.com or jdykstra@defense.oshkoshcorp.com



Color Coding

See any green or blue markings on the locknuts? Then your truck or trailer is good. But if you don't see these marks, a green mark is needed after your vehicle gets a passing inspection, or when corrective actions have been completed. Mark each torque rod nylon insert locknut with a small green marking.

If blue torque seal markings have been applied to all eight locknuts, Oshkosh has already inspected the vehicle. If your truck or trailer serial number is within the ranges we gave you earlier, and your unit hasn't given a status report, make sure you follow the guidance in TACOM SOUM 12-015 and TACOM SOUM 13-005.

Eyeball both safety messages to get the full scoop on the loose locknut issue. They're available online at:

<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM12-015.html>
<https://tulsa.tacom.army.mil/SAFETY/message.cfm?id=SOUM13-005.html>